ultrasonic testing equipment for detection of flaws in the axles.

(viii) Whistle boards/speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.

(ix) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.

(x) Steps have been taken to prevent inflammable and explosive materials from being carried in passenger trains.

(xi) Training facilities for drivers, guards and staff connected with train operation have been modernised including use of Simulators for training of drivers.

(xii) Refresher courses are regularly organised at specified intervals.

(xiii) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training.

(xiv) Periodical safety drives are conducted to inculcate safety consciousness among the staff.

[English]

Kelkar Committee

*99. SHRI MOHAN RAWALE :
SHRI G.A. CHARAN REDDY :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Vijay Kelkar Committee which was set up to work out the financial restructuring of Indian Airlines has submitted its report;

(b) if so, the details of the recommendations made by the committee and the time by which these recommendations are likely to be implemented; and

(c) if not, the time by which the committee is likely to submit its report?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) Yes, Sir.

(b) The Kelkar Committee was set up to make a comprehensive examination of the reasons for losses of Indian Airlines and to formulate a turn-around strategy.

The Committee after examination, concluded that Indian Airlines, which was a profitable orgnisation till 1988-89 started incurring losses for reasons beyond its control, the three main reasons being the grounding of the A-320 fleet for a prolonged period, the merger of Vayudoot with Indian Airlines and its operations in uneconomic sectors over prescribed limits.

It was in this context that the Committee recommended a turn around strategy. The important recommendations of the Kelkar Committee relate to :-

(i) Financial restructuring, which includes capital injection of Rs. 922 crores in the form of compensation, subordinated loan, equity, and contribution by Indian Airlines and its employees.

(ii) Fleet Planning.

(iii) Route Rationalisation.

(iv) Organisational Restructuring.

(v) Human Resource Management.

The Kelkar Committee has recommended that the capital injection would start giving returns to Government on its contribution from the year 1999-2000. It has concluded that the turn-around package should be considered and adopted early and in totality.

As this turn-around strategy involves a large amount of financial contribution, the matter has been taken up with the Ministry of Finance and Planning Commission to expedite implementation.

(c) In view of reply given to (a) above, does not arise.

Indian Iron and Steel Company, Burnpur

*100. SHRIMATI GEETA MUKHERJEE :
SHRI SANAT KUMAR MANDAL :

Will the Minister of STEEL be pleased to state :

(a) whether attention of the Government has been drawn to the newsitem captioned, "IISCO evaluation on Feb. 26" appearing in the Business Standard, New Delhi, dated February 5, 1997;

(b) if so, the steps recommended by the BIFR to revitalise the ailing Burnpur-based public sector unit;

(c) the action proposed to be taken by the Government thereon;

(d) the latest position of modernisation and rehabilitation of IISCO, Burnpur, West Bengal;

(e) Whether the Government are also considering privatisation of the above steel company; and

(f) if so, the details thereof?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA) : (a) Yes, Sir.

(b) to (f) Indian Iron & Steel Co. Ltd. (IISCO) was referred to BIFR in June, 1994. In August, 1996, SAIL had invited offers for participation in the revival/ modernisation of IISCO through a joint venture arrangement with SAIL retaining majority share-holding of 51% in the joint venture company. SAIL had received offers from two parties viz. M/s. Tyazhpromexport (TPE)